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Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs
No Chart NOTAMs for Airport UNOO

General Info

Omsk, RUS
N 54° 58.0' E 73° 18.7' Mag Var: 11.7°E
Elevation: 312'

Public, IFR, Control Tower, Customs
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 07-25 8202' x 148' asphalt

Runway 07 (66.0°M) TDZE 312'
Lights: Edge, ALS
Runway 25 (246.0°M) TDZE 294'
Lights: Edge, ALS

Communications Info

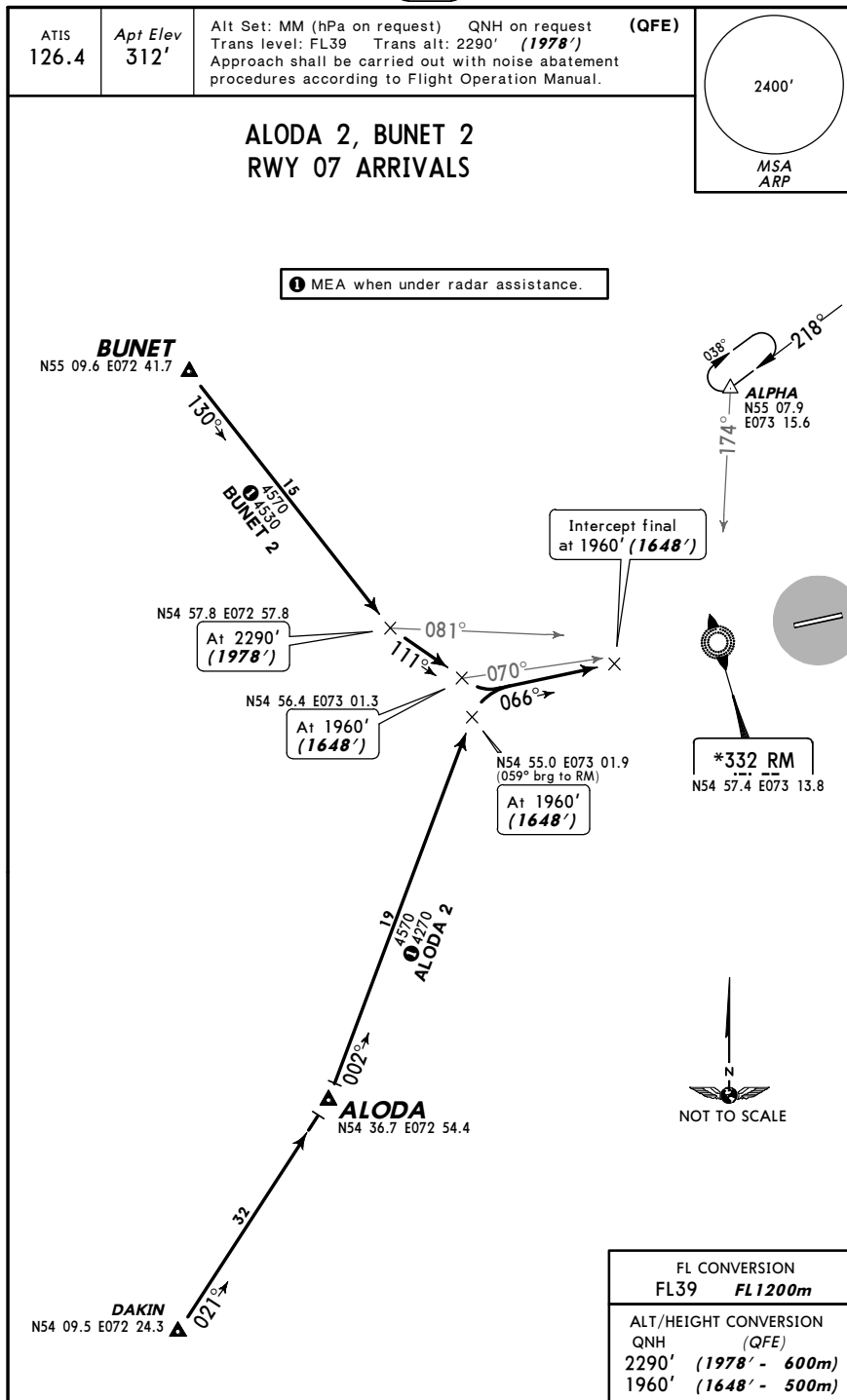
ATIS **126.4**
Omsk Start Tower **124.0** Secondary
Omsk Start Tower **119.0**
Omsk Taxiing Ground Control **124.0** Secondary
Omsk Taxiing Ground Control **121.7**
Omsk Krug Radar **124.0** Secondary
Omsk Krug Radar **119.0** MF

Notebook Info

UNOO/OMS
TSENTRALNY

JEPPesen
10 OCT 08 (10-2) Eff 23 Oct

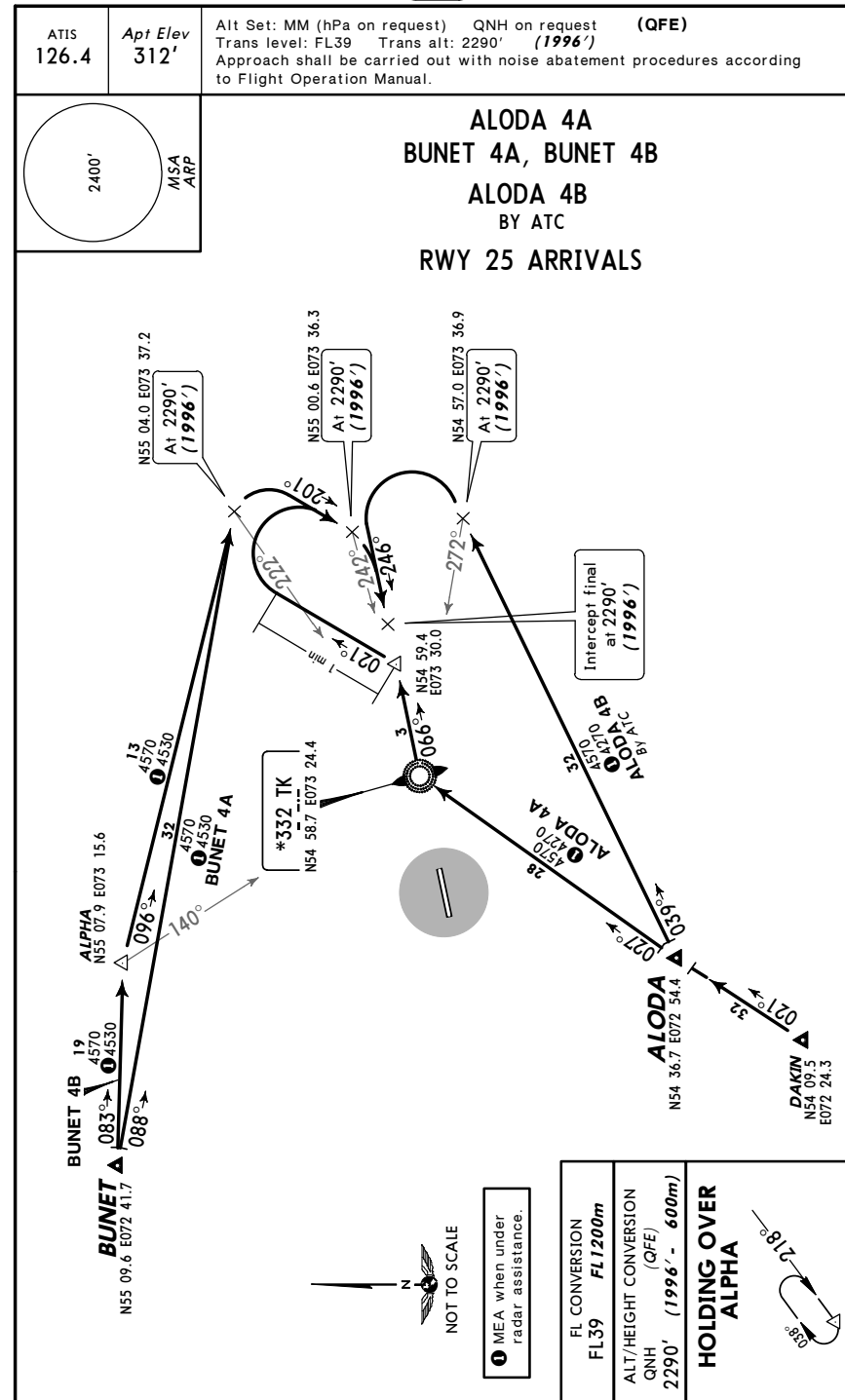
OMSK, RUSSIA
STAR



UNOO/OMS
TSENTRALNY

JEPPesen
10 OCT 08 (10-2A) Eff 23 Oct

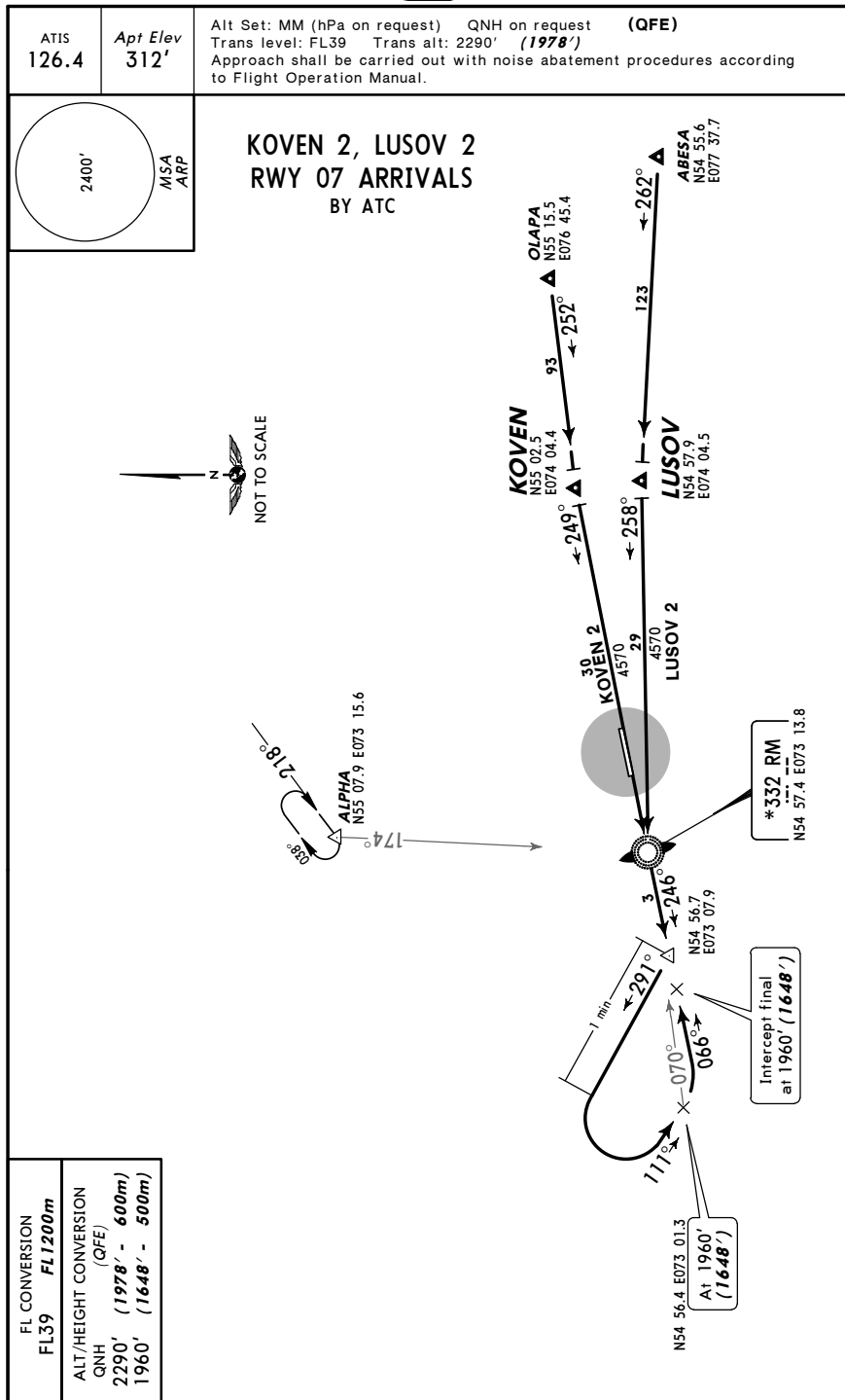
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UNOO/OMS
TSENTRALNY

JEPPesen
24 APR 09 (10-2B) Eff 7 May

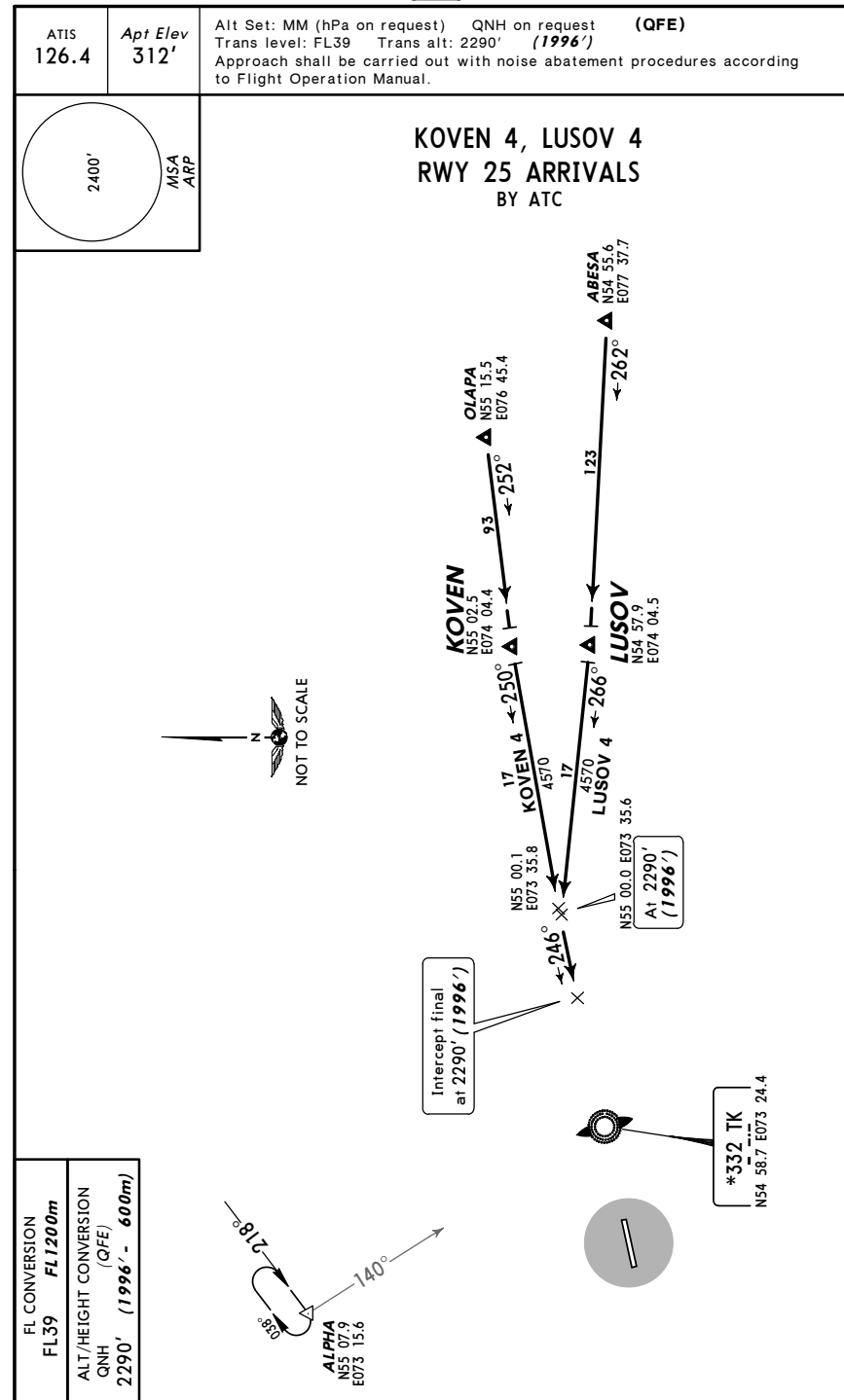
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TSENTRALNY

JEPPesen
24 APR 09 (10-2C) Eff 7 May

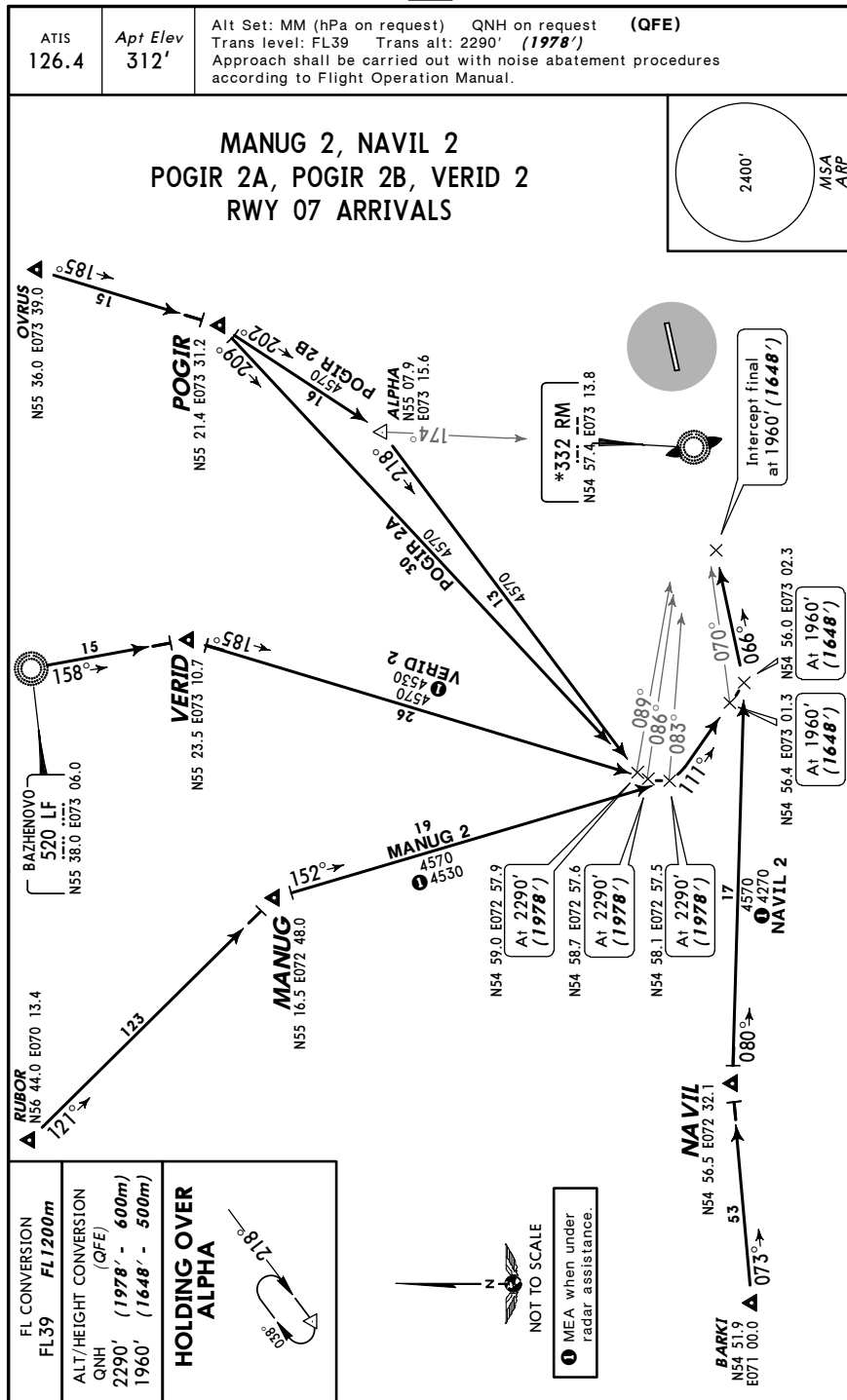
OMSK, RUSSIA
STAR



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TSENTRALNY

JEPPESEN
15 AUG 08 (10-2D) Eff 28 Aug

OMSK, RUSSIA
STAR



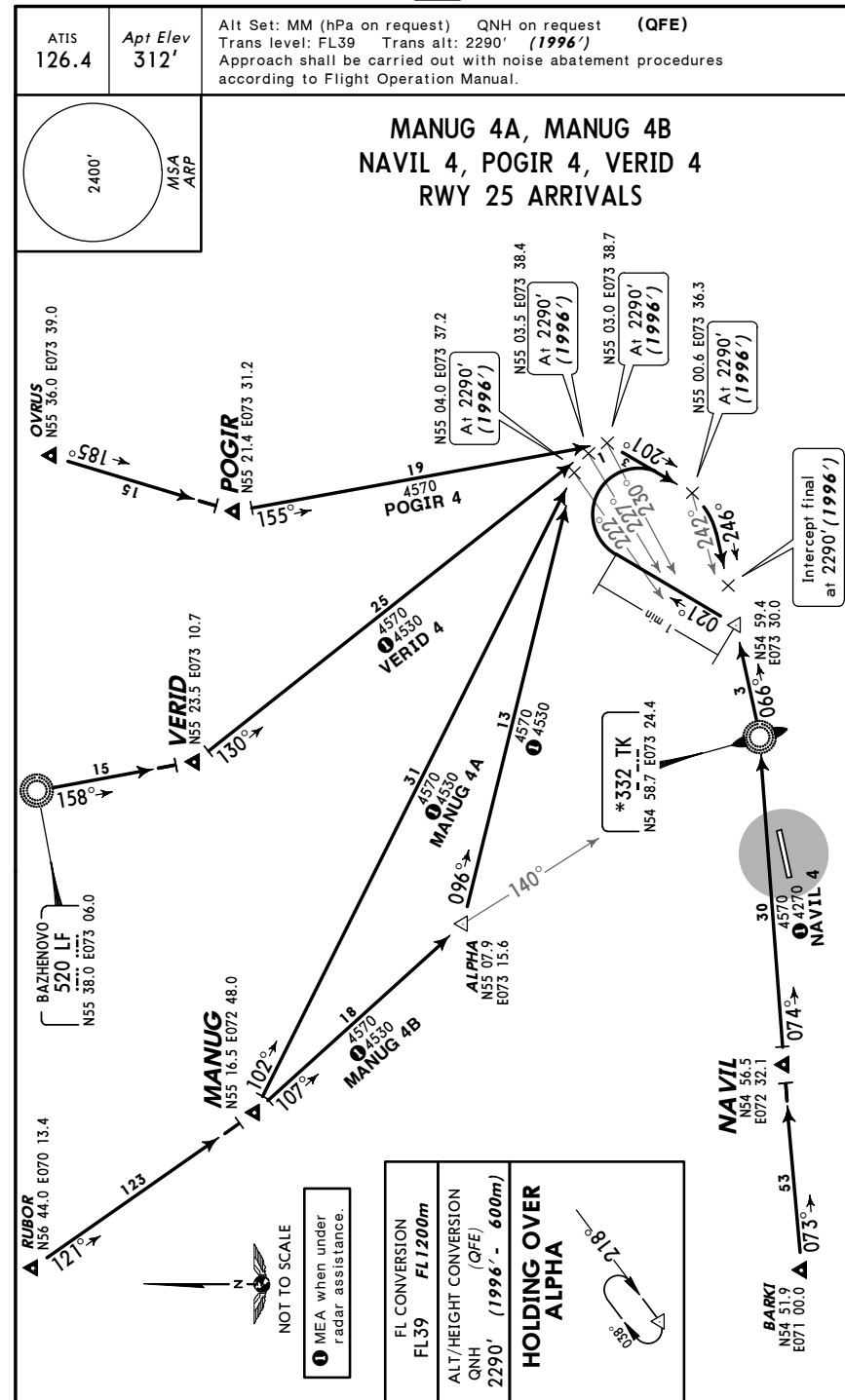
CHANGES: New chart (STARs transferred).

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TSENTRALNY

JEPPESEN
15 AUG 08 (10-2E) Eff 28 Aug

OMSK, RUSSIA
STAR



CHANGES: New chart (STARs transferred).

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Apt Elev
312'

QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2290' **(1978')**
Take-off shall be carried out with noise abatement
procedures according to Flight Operation Manual.

2400'

MSA
APP

ALODA 1A
BUNET 1

ALODA 1B
By ATC

ALODA 3
BUNET 3

RWY 07 DEPARTURES RWY 25 DEPARTURES

BUNET
N55 09.6 E072 41.7

N55 07.2 E073 17.9

At 2290'
(1978')

*332 RM
57.4 E073 13.8

At 1630' (**1318'**)
but not before
5.4 NM from THRO

At 1630' (1318')
but not before
5.4 NM from THR25

ALODA 3
Turn at or above 970' (658') but not before 4.3 NM from THR07

ALT/HEIGHT CONVERSION
QNH (QFE)

970'	(658' - 200m)
1630'	(1318' - 400m)
2290'	(1978' - 600m)

FL CONVERSION
FL39 *FL 1200m*

CHANGES: None.

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Apt Elev
312'

QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2290' **(1978')**
Take-off shall be carried out with noise abatement procedures according to
Flight Operation Manual.

MSA

FL CONVERSION
FL39 FL1200m

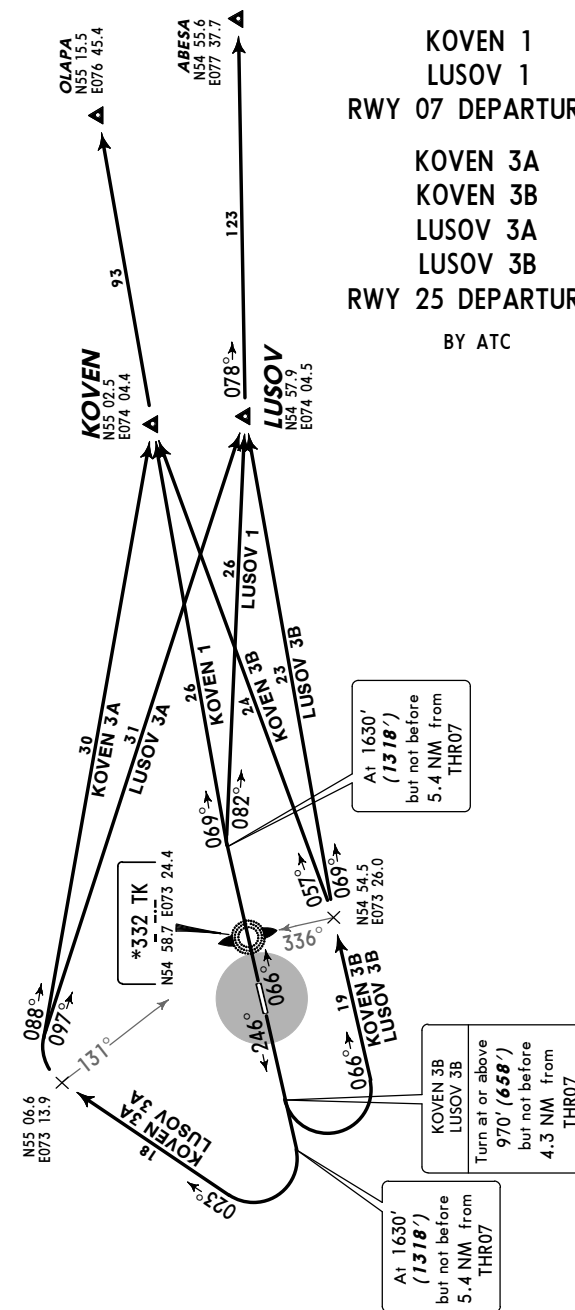
KOVEN 1
LUSOV 1
RWY 07 DEPARTURES
KOVEN 3A
KOVEN 3B
LUSOV 3A
LUSOV 3B
RWY 25 DEPARTURES
BY ATC

ALT/HEIGHT CONVERSION
QNH (QFE)

KOVEN 1, LUSOV 1

Gnd speed-KT	75	100	150	200	250	300
2005	204	227	250	270	287	300

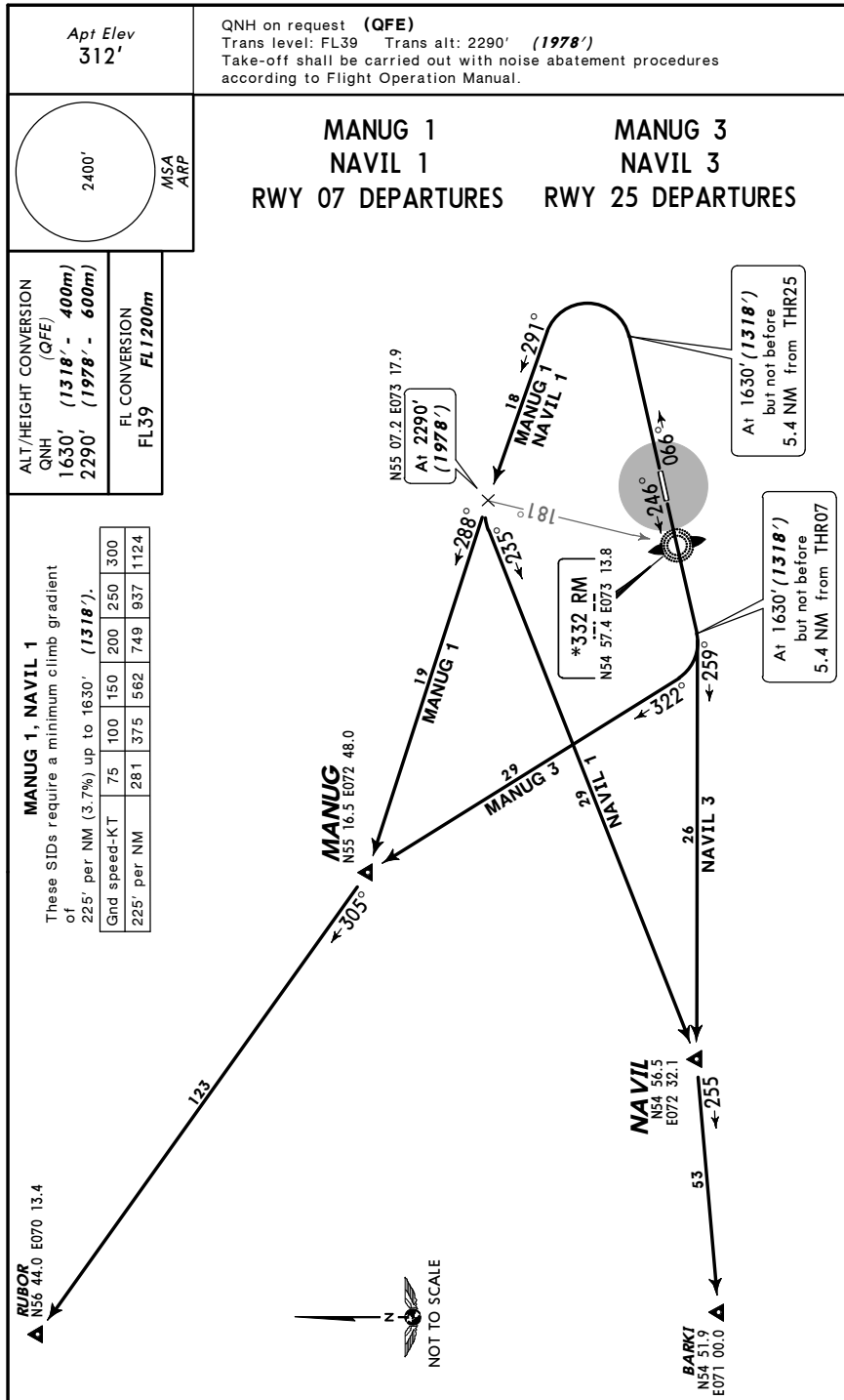
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UNOO/OMS
TSENTRALNY

JEPPESEN
15 AUG 08 (10-3B) Eff 28 Aug

OMSK, RUSSIA
SID



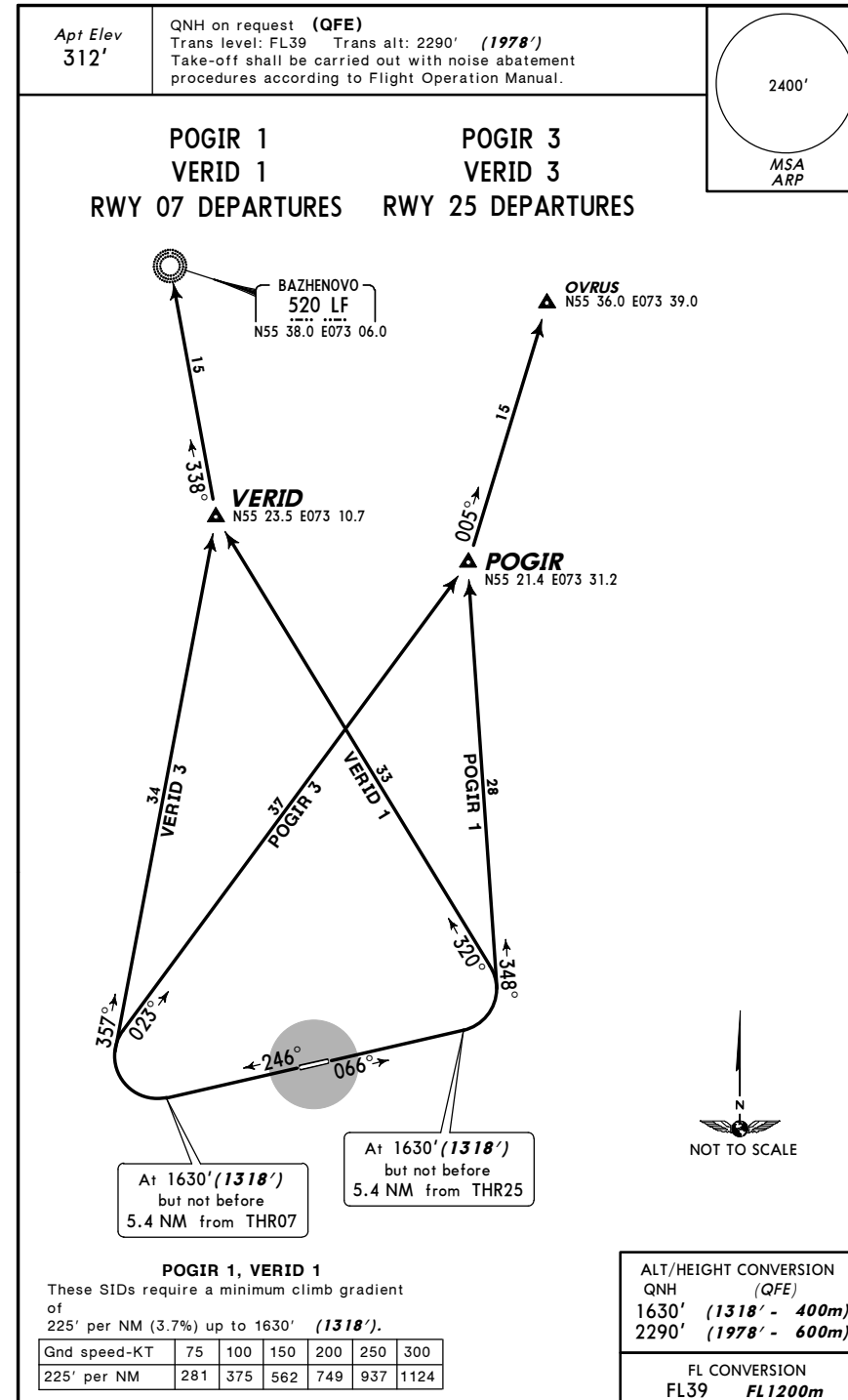
CHANGES: Chart reindexed.

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UNOO/OMS
TSENTRALNY

JEPPESEN
15 AUG 08 (10-3C) Eff 28 Aug

OMSK, RUSSIA
SID



CHANGES: New chart.

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UNOO/OMS

Apt Elev **312'**
N54 58.0 E073 18.7

JEPPESEN

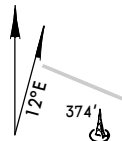
14 NOV 08 (10-9)

OMSK, RUSSIA

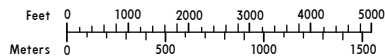
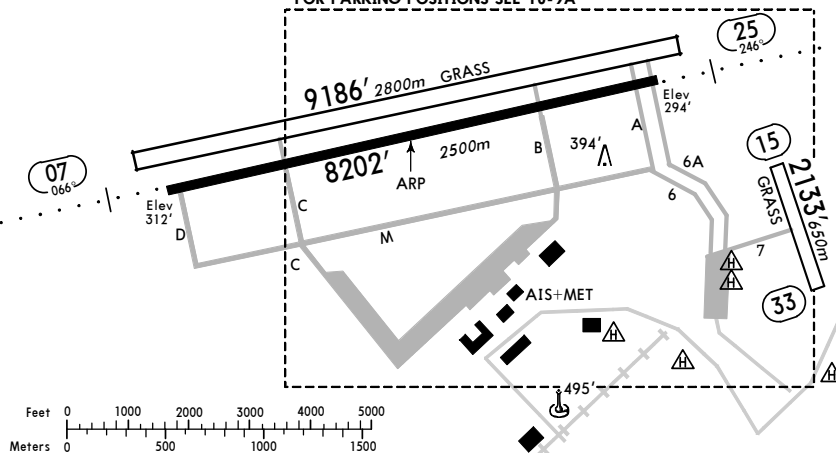
TSENTRALNY

ATIS	OMSK Taxiing (GND)	Start (TWR)
126.4	121.7	119.0

Taxi routes along Twys 6, 6A and 7 are not fully visible by the taxiing controller.
Taxiing on Twys A, B, C, D and M along centerline at minimum speed with the crews good look out.
Taxiing is under inner engines power.
Taxiing of TU-204 and IL-76 acft on apron is prohibited.
Birds in vicinity of areodrome.



FOR PARKING POSITIONS SEE 10-9A



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY: INFORMATION					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
07	RL (60m)	ALS	PAPI-L (angle 2.67°)	RVR		7119' 2170m	7874' 2400m①	148' 45m
25	RL (60m)	ALS	PAPI-L (angle 3.00°)	RVR		6890' 2100m		
07②	25	Grass runway						328' 100m
15	33							262' 80m

① First 328'/100m unusable for take-off.

② NIGHT: Not available.

TAKE-OFF

AIR CARRIER (JAA)

Main rwy 07				Main rwy 25	
With climb gradient 3.7% (225'/NM) up to 1630'.					
LVP must be in force				LVP must be in force	
RCLM (DAY only) or RL	RCLM (DAY only) or RL			RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	250m	400m	330m - 2300m	250m	400m
C					
D	300m		350m - 2400m	300m	

CHANGES: Rwy elev. Twy designations.

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UNOO/OMS

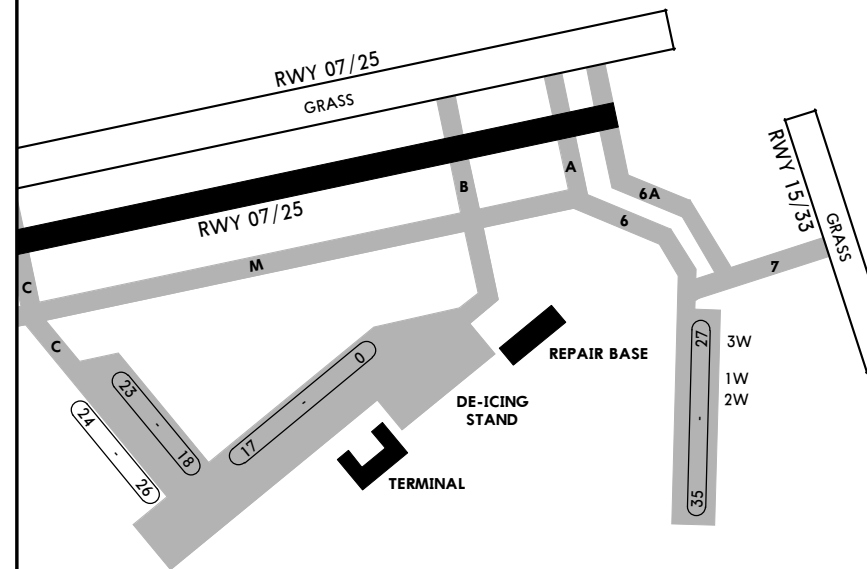
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14 NOV 08 (10-9A)

OMSK, RUSSIA

TSENTRALNY

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
10	N54 57.6 E073 18.9
14	N54 57.5 E073 18.8

Stands 0 thru 6, 24 thru 26 and 1W thru 3W available for helicopters.

CHANGES: Twy designations.

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UN00/OMS

JEPPesen

JAA MINIMUMS

7 MAR 03
Eff 20 Mar (10-9X)

OMSK, RUSSIA
TSENTRALNY

STRAIGHT-IN RWY		A	B	C	D
07	ILS	512'(200')	512'(200')	512'(200')	512'(200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	512'(200')	512'(200')	512'(200')	512'(200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	620'(308')	620'(308')	620'(308')	620'(308')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
25	ILS	495'(200')	495'(200')	495'(200')	495'(200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	495'(200')	495'(200')	495'(200')	495'(200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	1530'(1235')	1530'(1235')	1530'(1235')	1530'(1235')
		R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 07

With climb gradient of 3.7% (225'/NM) up to 1630'.			
LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)
A	RCLM (DAY only) or RL		
B	250m	400m	330m- 2300m
C			
D	300m		350m- 2400m

TAKE-OFF RWY 25

LVP must be in Force		
RCLM (DAY only) or RL		NIL (DAY only)
A		
B	250m	400m
C		
D	300m	500m

UN00
TSENTRALNY

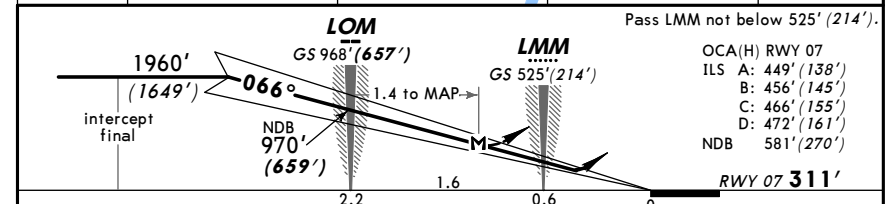
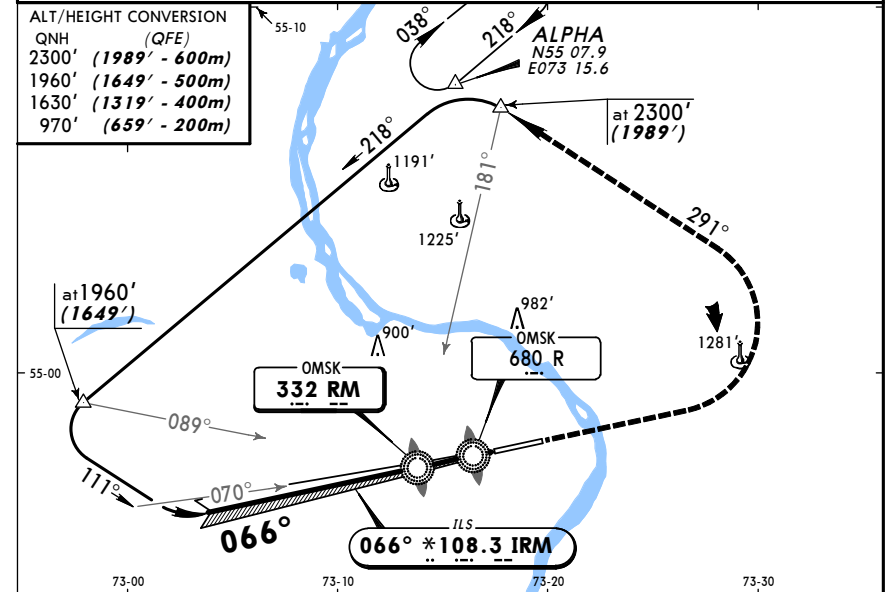
JEPPesen

OMSK, RUSSIA

9 AUG 02
Eff 19 Aug (11-1) MISSED APCH CLIMB GRAD MIM 3.7% ILS or 2 NDB Rwy 07

ATIS		OMSK Krug (APP/SRE)	OMSK Tower (PAR)	OMSK Start (TWR)	Ground
126.4		119.0	119.0	119.0	121.7
LOC	Final Apch Crs 066°	GS	ILS	Apt Elev 312' RWY 311'	2400' MSA Airport
IRM		LOM	DA(H)		
* 108.3		968'(657')	511'(200')		
NDB	066°	Minimum Alt	NDB	Apt Elev 312' RWY 311'	2400' MSA Airport
RM		LOM	MDA(H)		
332		970'(659')	620'(309')		

MISSED APCH: Climb STRAIGHT AHEAD to mim 1630' (1319') to 5.4 NM from threshold. Turn LEFT onto 291° climbing to 2300' (1989'), then as directed.



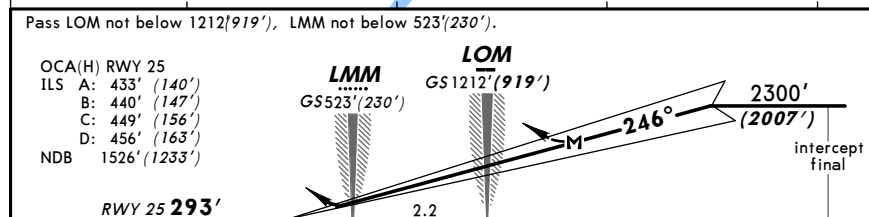
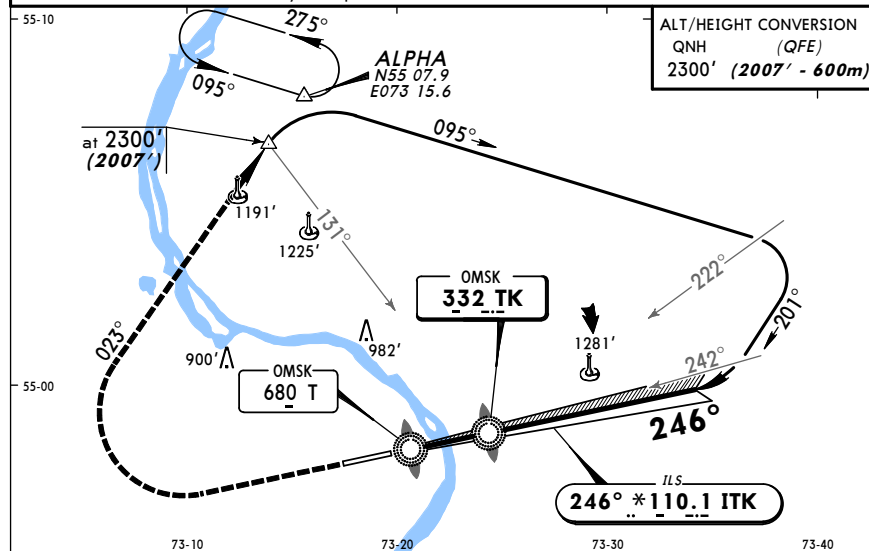
Gnd speed-Kts	70	90	100	120	140	160	ALS	Refer to Missed apch above
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769		
LOM to MAP	1.4	1:12	0:56	0:50	0:42	0:36		

STRAIGHT-IN LANDING RWY 07 Missed apch climb grad mim 3.7%			
ILS		NDB	
DA(H)	511'(200')	LOC (GS out)	MDA(H) 620'(309')
FULL	ALS out		ALS out
A			
B			
C	1200m	NOT AUTHORIZED	RVR 1500m VIS 1600m
D			

UNOO
TSENTRALNY
9 AUG 02
Eff 19 Aug
(11-2)
OMSK, RUSSIA
ILS or 2 NDB Rwy 25

ATIS 126.4	OMSK Krug (APP/SRE) 119.0	OMSK Tower (PAR) 119.0	OMSK Start (TWR) 119.0	Ground 121.7
LOC ITK *110.1	Final Apch Crs 246°	GS LOM 1212' (919')	ILS DA(H) 493' (200')	Apt Elev 312'
NDB TK 332		Minimum Alt No FAF	NDB MDA(H) 1530' (1237')	RWY 293'
MISSED APCH: Climb STRAIGHT AHEAD to 5.4 NM from thresh. Turn RIGHT onto 023° climbing to 2300' (2007'), then as directed.				
MSA Airport				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2300' (2007')
1. Between LOM and LMM migration of birds in warm season.
2. Turbulence with downdrafts may be expected on final.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	485	539	647	755	862
NDB Descent Gradient 5.2%						

STRAIGHT-IN LANDING RWY 25			
ILS DA(H) 493' (200')	LOC (GS out)	NDB MDA(H) 1530' (1237')	
FULL	ALS out	ALS out	
A			
B			
C	1200m	NOT AUTHORIZED	3200m
D			4800m